

ITALY AND GERMANY.

Herald Special Report from Salzburg.

An Alliance, Defensive and Offensive, Between the Cabinets of Rome and Berlin.

Italy Apprehensive of the French Assembly.

Fears of French Interference in Favor of the Pope the Alleged Cause of the Alliance.

TELEGRAM TO THE NEW YORK HERALD.

The following despatch to the HERALD has been received from one of our correspondents in Austria:—

SALZBURG, August 27, 1871.

It is positively affirmed that a new secret treaty of alliance, defensive and offensive, has been concluded between the Emperor of Germany and the King of Italy.

FEARS OF FRENCH INTERFERENCE.

The Italian government is said to be apprehensive that the clerical tendencies of the majority of the National Assembly might ultimately drive the French government to an active interference in favor of the temporal power of the Pope.

WHAT LED TO THE ALLIANCE.

The menacing language of the majority during the recent debate on the Roman question and the well known aversion of M. Thiers to Italian unity have led to advances between the Cabinets of Rome and Berlin which are now stated to have culminated in alliance between the two countries.

ITALY AND GERMANY HAVE ONE APPREHENSION.

Prince Bismarck is said to have represented to the Italian government that they had both one common interest—that of resisting the threatened French aggression, pointing to the great result achieved by the alliance between Italy and Prussia in the war of 1866.

AUSTRIA AND GERMANY.

Herald Special Report from Salzburg.

The Emperors William and Francis Joseph Will Not Meet at Salzburg, but at Coblenz.

THE ALLEGED AUSTRO-GERMAN ALLIANCE

The Vienna Press Advocating an Alliance Between the Two Empires Against the Pretended Russo-French Combination.

TELEGRAM TO THE NEW YORK HERALD.

The following despatch to the HERALD has been received from one of our correspondents in Austria:—

SALZBURG, August 27, 1871.

The report that the Emperors William and Francis Joseph would meet at Salzburg has been denied.

It is now stated, in a semi-official manner, that the Emperor of Austria will pay a return visit to the Emperor of Germany on Prussian territory. The meeting will take place at Coblenz, but no date has as yet been fixed for the imperial interview.

THE CONTEMPLATED AUSTRO-GERMAN ALLIANCE.

The *Morgen Post* of Vienna advocates an alliance between Austria and Germany. It says:—"Germany needs Austria as a counterbalance against France and Russia, chiefly so at the present time, when the French government is about to introduce a plan for the increase of her army to 2,000,000 men. Germany is also interested that the East should not fall under the control of Russia."

Another Vienna journal, the *Tagblatt*, says:—"France meditates revenge, and the words lately addressed by the Czar to the French Minister at St. Petersburg are intended as a response to the interview between the Emperors William and Francis Joseph at Ischl. The contemplated Austro-German alliance will be answered by an alliance between France and Russia. Germany can only resist the enemy by whom she is threatened in front and rear by an alliance with Austria, and Austria can only thwart the schemes of Russia with the support of Germany."

SPAIN.

The Crown Prince of Italy Homeward Bound—Movements of King Amadeus.

TELEGRAM TO THE NEW YORK HERALD.

MADRID, August 27, 1871. Prince Humbert of Italy will leave the city on Tuesday for home. King Amadeus will set out on Thursday on a visit to Valencia and Catalonia.

SERVIA.

Opening of the Servian Chamber.

TELEGRAM TO THE NEW YORK HERALD.

BELGRADE, August 27, 1871. The session of the Servian Chamber will probably be opened early in September.

THE TRICOLOR AND THE GREEN.

Herald Special Report from Dublin.

Grand Demonstration at the Departure of the French Deputation.

THE PEOPLE BITTER AGAINST THE POLICE.

A Fenian Demonstration, Though Ostensibly in Favor of the French Deputation.

TELEGRAM TO THE NEW YORK HERALD.

The following despatch to the HERALD has been received from our correspondent at the Irish capital:—

DUBLIN, August 27, 1871.

There was a grand demonstration at Dublin and Kingston to-day at the departure of the French deputation. The Roads at Kingston were crammed with vessels.

Irish and French flags were displayed everywhere and bands played American, Irish and French airs. The enthusiasm of the people is intense. Speeches were made expressing deep-felt sympathy for France and many cheers were proposed and given for the French republic.

ANIMOSITY BETWEEN THE POLICE AND THE PEOPLE.

There is a very bad feeling between the police and the people, which is ready to break out at any moment into open violence; but there were no disturbances yesterday, as the police held aloof.

A FENIAN DEMONSTRATION.

Several processions paraded the streets, headed by flags of France and Ireland. Many houses were decorated with green and tricolor flags.

This may be looked upon as an extraordinary Fenian demonstration, although the departure of the French deputation was ostensibly selected as the occasion.

FRANCE.

Any Attempt to Celebrate the Anniversary of the Republic to Be Put Down by Force.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, August 27, 1871. A circular, addressed by M. Thiers to the Prefects of Departments, directs them to appeal to the patriotism of the citizens to abstain from all demonstrations on the 4th of September; and that should attempts be made at the celebration of the anniversary all legal powers be used for their suppression.

ITALY.

Proscriptions Against the Cholera—More Congratulations to the Pope.

TELEGRAM TO THE NEW YORK HERALD.

FLORENCE, August 27, 1871. A decree has been issued prohibiting all vessels coming from the Southern States to provinces to right quarantine.

CONGRATULATING THE POPE.

The Ministers of Austria, Portugal and Guatemala have waited on the Pope and tendered their congratulations.

THE ARCTIC REGIONS.

Paul Du Chailin in a New Field of Exploration.

BAMMEFURT, Norway, Latitude 74° North, July 25, 1871. Paul B. Du Chailin, the famous Arctic explorer, is here, and has just returned from North Cape, north of latitude 71, the extreme point of the European Continent, putting into the Arctic Ocean. Since he left the United States last spring he has visited Sweden (where he was kindly received by the King), Finland, Lapland and a part of Russia, and has been up the Gulf of Bothnia. He had the gratification to find his works on Africa in this remote part of the world, both in English and translated into the Norwegian language. He is much impressed with the grand scenery and character of the people of this primitive region. Du Chailin expects to be back in the United States next November or December, when he will prepare to give the public description of his travels and explorations in this new field of labor and old home of the May and European races.

THE WEATHER.

WAR DEPARTMENT. OFFICE OF THE CHIEF SIGNAL OFFICER. WASHINGTON, D. C., August 28.—A. M. Synopsis for the past twenty-four hours. The area of low barometer (which was Saturday) on the lower lakes, after being increased by the influence of the storm in Western Tennessee, has moved eastward, and is now on the New England coast. The cyclone which had passed northward through Georgia gradually spread out and disappeared as such. Brisk south and southwesterly winds continued until Sunday evening from Virginia to Massachusetts, but have now very much diminished. Very heavy rains have fallen from central Lake Erie to Vermont, and lighter rains at most points on the middle and eastern coast. An area of cloud and rain has extended over Nebraska and Missouri, and the barometer is falling, with northeasterly winds on Lake Superior.

Probabilities. The rain in New England will probably clear away to-night, and northwesterly winds prevail on Monday from Maryland north and eastward, light southerly winds with partially cloudy and warm weather is probable for the southern and middle States, clear and hazy weather for the lower lakes, threatening weather, with local rains, from Lake Huron to Illinois and westward.

THE FIRE AT GUADALUPE.

Destruction of the City of Puebla—Loss Estimated Between Six and Seven Millions of Dollars.

POINT-A-PITRE, August 10, 1871.

I avail myself of the opportunity of the British mail leaving for St. Thomas to-morrow to give you an account of the late dreadful fire which has completely destroyed this city and has left but the substance.

On the evening of the 12th ult., at nine o'clock, a fire broke out in the middle of the city. It was checked, after great exertions, at one in the morning. Twelve houses were burned. On the evening of the 13th, at half-past eight o'clock, another fire broke out, also in the middle of the city, on a street to the eastward of the first one. At eleven o'clock it was a general conflagration, which lasted until nine next morning. Then the destruction was complete.

The Conflagration has saved nothing except the coat of arms.

The average loss is estimated from six millions to seven millions of dollars. There is a great deal to be done here. There is plenty of room for our energetic people. This city must be rebuilt again, being the heart of the island. The coming crop is in the very best condition. Everything looks bright for the future.

Should any help for the victims of the late fire be given to you, let me know, and I will direct it to be.

SLAUGHTER.

The Massachusetts Railroad Horror.

THRILLING ACCOUNT OF THE DISASTER.

Sickening Sight at the Dead-House.

Indifference of Railroad Employees to the Wants of the Sufferers.

Twenty-four Victims of Official Incompetency.

List of the Slaughtered—Four Bodies Unrecognized.

Cause of the Collision—An Investigation Demanded.

BOSTON, August 27, 1871.

Of all the cruel and sorrowful railroad slaughters of the present generation, including even such as the memorable Norfolk massacre, the terrible Andover disaster and the more recent catastrophe at New Hamburg, there are none which were more directly

the result of culpable negligence than the fearful one which took place on the Eastern Railroad, seven or eight miles from this city, at about a quarter past eight last evening. Carelessness of the most unpardonable description sent between twenty and thirty souls hurriedly before their Maker, and as many more were either fatally wounded or so badly maimed and bruised as to render their future life almost a painful burden. The calamity is hardly worthy of the dignified name of an accident. It was nothing more or less than a needless

slaughter of men, women and children who had temporarily committed their existence to the careless servants of a reckless corporation. The disaster was in every respect an unusual one. Two trains came together, and one telescoped within the other, but, unlike most collisions, they were going in the same, and not in opposite directions. A local train, known as the "Beverly train," left the depot in Boston at about a quarter to eight, about half an hour behind the usual time. On account of its being Saturday night the cars were unusually crowded, and many of the passengers were of that class who seek a Sabbath's recreation along the seashore and among the charming and sequestered resorts of Swampscott, Lynn and Salem. Every seat was occupied, and very many were obliged to stand, and the train was so heavily loaded that two locomotives were required to pull it along. The train was of the "way," or "accommodation" description, and was obliged to stop for a considerable period at every station between Boston and Beverly. As before stated, this train left at a quarter to eight. Fifteen minutes later the Bangor Pullman express left, and as there were no stops to be made, it soon closed up the gap intervening between itself and the accommodation train which had preceded it. At sixteen minutes past eight the way train was at the Revere station and at about this moment the lightning train, which was also due and had the right of way, came thundering along and into the heavily loaded accommodation train with the fearful results stated. All was dark without and crashing rain was falling, and as the collision came the train was just starting away from the station. The cars were lighted within by kerosene lamps in the ordinary manner, and the passengers, unmindful of approaching danger, were in some cases dozing peacefully in their seats and in others chatting merrily among themselves, and, perhaps, in many instances, industriously arranging for an excursion or some other pleasant event on the following Sabbath. All at once a rumbling noise was heard and those who were in the rear of the car could not fail to have been suddenly aroused.

THE DEAD LIST. Thus far embraces the following names:—
1—Rev. Ezra S. Gannett, D. D., of Boston.
2—Harriet F. Shattuck, lady goods dealer of Lynn.
3—Charles D. Shattuck, child of the above.
4—Rev. Samuel R. Mason, D. D., of Cambridgeport.
5—Wm. J. Jetties, of Lynn.
6—Ella Pearson, of Lynn.
7—James H. Shattuck, shoemaker, of Lynn.
8—Edward F. Sanborn, druggist, of Providence, R. I.
9—T. F. Bancroft, shoe dealer, of Lynn.
10—Susan P. Cheney, shoemaker, of Lynn.
11—E. F. Merrill, clerk, of Danvers.
12—Henry A. Foster and sister, of Providence.
13—W. B. Ricketson, of Providence, R. I.
14—George Bancroft, merchant, of Peabody.
15—Aaron Erickson, leather dealer, of Swampscott.
16—Wm. A. Seely, of Beverly.
17—Mrs. P. C. Jasper, residence unknown.
18—John Wells, clerk, of Boston.
19—John R. Wells, clerk, of Boston.

Such is the ghastly toll of the disaster, all the more horrible in its nature because of the highly respected and respectable character of those who lost their lives there.

FOUR MORE UNFORTUNATES. who have been burned and scalded almost beyond identification, yet remain in the hands of the Coroner, and will stay there until they are claimed or it is deemed necessary to put them away. It would be natural to suppose that the sad locality of such an occurrence would present many

UNRECOGNIZED AND DEPLORABLE INCIDENTS. The Rev. Dr. Gannett, for instance, whose name stands first in the list, was one of the oldest and most distinguished Unitarian clergymen in the country, and on this fatal trip he was on his way to Lynn to accept an invitation to preach to-day in the Unitarian church in that city. As early as this year 1841 he entered the ministry in this city, and has labored long and successfully, until failing health admonished him to quit his work, commencing in a small wooden church, his congregation as they waxed in wealth and numbers, increased also in love for their pastor, and a few years ago built an elegant building for religious worship, which has always been known as "Dr. Gannett's church." But bodily infirmities prevented the doctor from the continuance of his work. He therefore resigned active connection with the church and devoted himself to educational pursuits, being the principal and founder of the well-known Pemberton Square School for Young Ladies. Dr. Gannett was born in Cambridge, Mass., May 4, 1801, and received his education at Phillips Academy and Harvard College. He was first ordained as a colleague of Rev. William Eliot, changing in 1824, and with the exception of two years' absence in Europe because of ill health, has ever since remained in the discharge of his pastoral duties, up to the time of his death. Dr. Gannett was editor-in-chief of the *Christian Register*, a weekly newspaper, published in the interests of the religious denomination which he loved.

Rev. Dr. R. Mason, D. D., of Cambridgeport, who was possessed of some note in New England. He was connected with the Baptist denomination, and was on his way to Beverly to occupy the pulpit in exchange for to-day. His body was at first supposed to be that of a gentleman from Weymouth, but a pocket memorandum soon established his identity. Dr. Mason was more than middle-aged and was very generally esteemed by all who knew him.

Mrs. Shattuck and child, the latter being a beautiful boy of six, were on their return home from Boston, where they had been doing a day's shopping. She was not immediately killed by the disaster, but survived until early morning, when she died. Her little boy expired an hour afterwards, amid the frantic moans of his father, who passed up and down the room. Mrs. Shattuck was but twenty-five years of age.

W. H. Jetties, a lad in his teens, was a son of John Jetties, Jr., of this city, the Secretary of the Eastern Yacht Club. Miss Ella Pearson, of Lynn, and E. F. Merrill, of Danvers, were found dead together in one seat. They had but lately become engaged to be married, and the ceremony was to take place to-day. When found their hands were clasped together, and it seemed as if they had renewed their vows of love at the approach of death.

Thomas F. Bancroft was one of the wealthiest shoe dealers in Lynn. He had occupied several positions of public trust and confidence, and was a man of sterling character in business.

Edward F. Sanborn, a young man, was on his way to Lynn to attend the wedding of his sister. When he was first extracted from the ruins he breathed slightly, and his injuries did not appear to be of a fatal character. As soon as possible, however, he was removed to the United States Marine Hospital in Chelsea, and died fifteen minutes after his admission.

Aaron Erickson was one of the wealthiest and most popular shoe and leather dealers of Boston. He occupied a summer residence on the beach at Swampscott, whether he was proceeding at the time of his death.

One of the most melancholy incidents of all, however, was the case of the Foster family, brother and sister, the former of whom was to have been married in Swampscott to-night. He had just been to Providence after his sister, who was to act as one of the bridesmaids on the occasion, and it was his intention to spend the whole of to-day at the house of the mother of 'his intended. The inconceivable grief of the latter when she first beheld the mangled remains of her

some instances to such an extent as to render them

There was, of course, a short space of time before any one could do but gaze with horror upon the appalling sight, but this did not last long. Many of the uninjured passengers at once set themselves to work taking the

WOUNDED, THE DYING AND THE DEAD from the general wreck. Word was sent to Boston, to the officers of the railroad and to the police. The people of Revere and Chelsea soon heard of the catastrophe and hundreds hastened to the spot. All the surgeons in Chelsea were sent for, and subsequently surgical aid was sent for to Boston. A messenger was mounted on a fleet horse and despatched at lightning speed to Chelsea for a doctor. He started the R. S. Frost Horse Company, just arrived home from an excursion to Providence, on the way to put out the fire, and with some of their Providence friends, rendered efficient service. The local police were on hand and active, and all the neighborhood threw open their houses as temporary hospitals and turned out to render such assistance as they could. As the news spread through Chelsea hundreds of people in single teams and job wagons rigged up hastily, and on foot, led by curiosity, repaired to the scene of the disaster. Most of those whose injuries were likely to prove fatal in a few moments were taken into dwelling houses in the immediate scene of the disaster. One man, who insisted that his wounds were of little account, expired instantly, while expostulating with his friends for carrying him instead of allowing him to walk. Another victim, who was taken by the hand by a police officer who was assisting him, left the whole scene of his hand, nails and all, in the palm of the officer when he let go his hold. Others who were scalded by the escaping steam from the locomotive had the skin and flesh literally blown from the exposed portions of their bodies, and charred remnants of it, mingled with ugly clots of blood, were visible in the immediate neighborhood of the catastrophe when daylight dawned this morning. As before stated, the citizens and the police from Boston and Chelsea done all in their power to

ALLEGATE THE SUFFERING of the wounded and dying—acts which were in marked contrast with the conduct of the railroad officials. Of course they furnished transportation for surgeons to the scene of the disaster and brought the wounded into the city, but aside from this their attention and efforts were chiefly directed in clearing away the debris, relaying the track and seeing generally that the business of the road should not be interrupted. The bills of mortality have been made up to-day, so far as human foresight can compute the amount, and embrace a total of twenty-four fatal results. Many of those who were injured by the calamity—such, at least, as were able to endure the fatigue of removal—were taken away to their own homes; and it is, of course, impossible to definitely ascertain the character and extent of their wounds; but it is to be presumed that they will eventually recover.

THE DEAD LIST. Thus far embraces the following names:—
1—Rev. Ezra S. Gannett, D. D., of Boston.
2—Harriet F. Shattuck, lady goods dealer of Lynn.
3—Charles D. Shattuck, child of the above.
4—Rev. Samuel R. Mason, D. D., of Cambridgeport.
5—Wm. J. Jetties, of Lynn.
6—Ella Pearson, of Lynn.
7—James H. Shattuck, shoemaker, of Lynn.
8—Edward F. Sanborn, druggist, of Providence, R. I.
9—T. F. Bancroft, shoe dealer, of Lynn.
10—Susan P. Cheney, shoemaker, of Lynn.
11—E. F. Merrill, clerk, of Danvers.
12—Henry A. Foster and sister, of Providence.
13—W. B. Ricketson, of Providence, R. I.
14—George Bancroft, merchant, of Peabody.
15—Aaron Erickson, leather dealer, of Swampscott.
16—Wm. A. Seely, of Beverly.
17—Mrs. P. C. Jasper, residence unknown.
18—John Wells, clerk, of Boston.
19—John R. Wells, clerk, of Boston.

Such is the ghastly toll of the disaster, all the more horrible in its nature because of the highly respected and respectable character of those who lost their lives there.

FOUR MORE UNFORTUNATES. who have been burned and scalded almost beyond identification, yet remain in the hands of the Coroner, and will stay there until they are claimed or it is deemed necessary to put them away. It would be natural to suppose that the sad locality of such an occurrence would present many

UNRECOGNIZED AND DEPLORABLE INCIDENTS. The Rev. Dr. Gannett, for instance, whose name stands first in the list, was one of the oldest and most distinguished Unitarian clergymen in the country, and on this fatal trip he was on his way to Lynn to accept an invitation to preach to-day in the Unitarian church in that city. As early as this year 1841 he entered the ministry in this city, and has labored long and successfully, until failing health admonished him to quit his work, commencing in a small wooden church, his congregation as they waxed in wealth and numbers, increased also in love for their pastor, and a few years ago built an elegant building for religious worship, which has always been known as "Dr. Gannett's church." But bodily infirmities prevented the doctor from the continuance of his work. He therefore resigned active connection with the church and devoted himself to educational pursuits, being the principal and founder of the well-known Pemberton Square School for Young Ladies. Dr. Gannett was born in Cambridge, Mass., May 4, 1801, and received his education at Phillips Academy and Harvard College. He was first ordained as a colleague of Rev. William Eliot, changing in 1824, and with the exception of two years' absence in Europe because of ill health, has ever since remained in the discharge of his pastoral duties, up to the time of his death. Dr. Gannett was editor-in-chief of the *Christian Register*, a weekly newspaper, published in the interests of the religious denomination which he loved.

Rev. Dr. R. Mason, D. D., of Cambridgeport, who was possessed of some note in New England. He was connected with the Baptist denomination, and was on his way to Beverly to occupy the pulpit in exchange for to-day. His body was at first supposed to be that of a gentleman from Weymouth, but a pocket memorandum soon established his identity. Dr. Mason was more than middle-aged and was very generally esteemed by all who knew him.

Mrs. Shattuck and child, the latter being a beautiful boy of six, were on their return home from Boston, where they had been doing a day's shopping. She was not immediately killed by the disaster, but survived until early morning, when she died. Her little boy expired an hour afterwards, amid the frantic moans of his father, who passed up and down the room. Mrs. Shattuck was but twenty-five years of age.

W. H. Jetties, a lad in his teens, was a son of John Jetties, Jr., of this city, the Secretary of the Eastern Yacht Club. Miss Ella Pearson, of Lynn, and E. F. Merrill, of Danvers, were found dead together in one seat. They had but lately become engaged to be married, and the ceremony was to take place to-day. When found their hands were clasped together, and it seemed as if they had renewed their vows of love at the approach of death.

Thomas F. Bancroft was one of the wealthiest shoe dealers in Lynn. He had occupied several positions of public trust and confidence, and was a man of sterling character in business.

Edward F. Sanborn, a young man, was on his way to Lynn to attend the wedding of his sister. When he was first extracted from the ruins he breathed slightly, and his injuries did not appear to be of a fatal character. As soon as possible, however, he was removed to the United States Marine Hospital in Chelsea, and died fifteen minutes after his admission.

Aaron Erickson was one of the wealthiest and most popular shoe and leather dealers of Boston. He occupied a summer residence on the beach at Swampscott, whether he was proceeding at the time of his death.

One of the most melancholy incidents of all, however, was the case of the Foster family, brother and sister, the former of whom was to have been married in Swampscott to-night. He had just been to Providence after his sister, who was to act as one of the bridesmaids on the occasion, and it was his intention to spend the whole of to-day at the house of the mother of 'his intended. The inconceivable grief of the latter when she first beheld the mangled remains of her

some instances to such an extent as to render them

There was, of course, a short space of time before any one could do but gaze with horror upon the appalling sight, but this did not last long. Many of the uninjured passengers at once set themselves to work taking the

lower this forenoon was a picture of sorrow most painful to witness. She had no previous information of the calamity which had fallen on her with such a crushing weight, and the blow was greatly intensified. The cries and moans were most pitiful to the ear, and brought tears to the eyes of all who were present.

TERRIBLE SIGHT AT THE TOWN HALL. The scene at the Town Hall to-day, where had been placed seven of the bodies which were unclaimed, was one which, I trust, never again to be compelled to witness. The bodies, blackened and distorted as they were, had been brought from the depot like so many logs and thrown down carelessly on the rough board floor. No attempt had been made to straighten out their limbs or even to clear away the dirt which had accumulated on their faces and hands and outer garments. There they lay, stiff and cramped as when they were first taken from the wreck, with garments torn and besmeared with blood, and repeating just as they would be placed to occupy the least room. Some were bent up half double, and there were others whose broken limbs hung loosely at angles from their bodies. A coarse and dirty piece of cloth or blanket was flung carelessly over their faces to hide the horrible appearance which they wore, and a loose scrap of white paper, on which was rudely scrawled the names and residences of those who had been identified, was pinned as a sort of label on their chests. The bodies had remained so long without proper attention that nature began to assert its work, and the inevitable signs of decay were manifest throughout the room, which smelled more like a sausage factory than a place devoted to the repose of the dead. The

REPOURING OF THE DECOMPOSITION soon became so intolerable that the officers in charge procured a bucket of chloride of lime and, with a long-handled tin ladle, proceeded to dash out the neutralizing compound in the most business-like and disgusting manner. To all appearance they seemed to act as if they were dealing with carbon instead of human beings. As they proceeded with this operation, hitting up the cloth which covered the face of each corpse, the officers coolly dumped a half ladle full of lime, almost completely hiding the features from sight, and then scattered an equal quantity on other portions of the body. As fast as one body was thus disposed of the flies, which swarmed in great abundance, returned to their feast, and the officer passed on to repeat the operation upon the next in order. The spectacle was one of the

MOST CRUEL AND INHUMAN SIGHTS that was ever presented to the eyes of a civilized community. The callous faces of those in charge, with a very few honorable exceptions, evinced their desire to get rid of their disgusting task as speedily as possible and their strong aversion to the performance of the ordinary duties of human nature. Not a single railroad official was present to see that the dead were tenderly cared for, and thus it was that their remains were neglected and made the subjects of desecrations. In one corner of this filthy and temporary charnel house were the

REMAINS OF HUMAN SLAUGHTER which had been gathered up at daybreak near the scene of the disaster. Among them were a full upper set of false teeth; three or four waterfalls, saturated with blood and mixed with the parboiled scraps of the lowly ghastly victims. What seemed to be a delicate kid glove was found upon examination to be the complete skin of a woman's hand, which had dropped off after the accident, and was found in the middle of the track by a small boy during the forenoon. The shoe of a child and another of a lady were also among the collection. And of portemonnaies, little shopping bags and fragments of bonnets, hats and other wearing apparel there was a sad variety, the whole forming a collection almost as melancholy as the array of mangled corpses piled up in the other end of the room.

Among those who were rushing frantically from one body to the other was a young man, about twenty years of age, named Thomas, in anxious search for his missing mother. "She was on the train," he said, "and she has not come home yet. I have been to every hospital and I can't find her, and I must. She must have been killed!" and then he burst into loud sobs, which moved many of the spectators to sympathizing tears. Rushing frantically to the mangled and prostrate form of Mrs. Jasper, he pulled away the dirty covering from her face and said to the HERALD reporter, "Now tell me do you think that is her? She was dressed in blue, just like her; but then she was an older woman than she seems to be; but she is so terribly burned that I can't tell." At this moment a policeman came up and informed him that the mangled remains were not those of his mother. He was apparently relieved, but still he could not give up that she was not among the victims, and he went back again to the scene of the disaster to see if he could gather any tidings of her.

OF THE WOUNDED who have been carried to the city hospitals and private houses in the vicinity there have been gathered the following names:—

1—J. J. Allen, of Lynn, shoe manufacturer; badly scalded about the face and head.
2—Ann Rawson, of Lynn; severely burned.
3—John Mansfield, of Salem; burned about the neck and shoulders, and left arm broken.
4—Mary Lee, of Salem; arm broken and body dangerously scalded.
5—Frank Fitzpatrick, of Cambridgeport; compound fracture of arm.
6—Jefferson Howe, of Portsmouth, N. H.; right arm badly broken.
7—Mary Ann Call, No. 11 Centre street, Salem; injuries to the chest, not necessarily fatal.
8—George J. Hill, of Lynn, and Frank Davis, of Charleston, were injured, though not very seriously.
9—Stephen O. Thayer, printer, of Newton.
10—Ann Foley, tailor, of Boston.
11—John P. Betts, wire dealer, of Boston.
12—Lizzie Hatch, hat trimmer, of Charlestown.
13—John Buckley, cabinet maker, of Beverly.
14—Frederick Browning, carriage salesman, of Boston.

Edward Williams, shoemaker, of Lynn. The great majority of the injuries mentioned above are caused by scalding water from the boiler of the engine, and it is not believed that there is any immediate danger of fatal results. Everything possible is provided for the comfort of the suffering ones, and no pains are being spared to render their recovery as speedy and complete as possible. None there are, of course, who will ever cease to bear upon their persons a tangible remembrance of this terrible scene through which they have passed, for the faces of many are literally raw in appearance and their hands and arms are almost totally deprived of cutaneous covering.

There is but one opinion concerning this mournful event, and that is that there has been

CRIMINAL NEGLIGENCE on the part of some of the employees of the Eastern Railroad Company, and the public clamor is for a full investigation and the visiting of punishment upon those who were careless or negligent. The most blame seems to attach to the conductor of the accommodation train, who allowed his train to occupy the track at a time when the express train was due. There are also floating criticisms of the action of the Depot Master in allowing the express train to follow on the same track after the accommodation train. The whole matter will be settled by a coroner, and investigation will begin to-morrow.

About two o'clock to-day a young man, a resident of Chelsea, standing on the platform of a car carrying the ruins of Revere, started and threw himself off. He struck his head upon a rail, and it is supposed he is fatally injured.

VIEWS OF THE PAST.

AUGUST